1	2	3	4
South Eastern . . .	Kharagpur Tatanagar Raipur Chakradharpur Khurda Road Cuttack Bhubaneswar Waltair Ranchi	Ranchi Waltair	Ranchi Waltair
Western	Ahmedabad Ratlam Indore Jaipur Ajmer	Bandra Terminus	Nil

New platform at New Delhi Railway Station

4653. SHRI GAYA SINGH; Will the Minister of RAILWAYS be pleas ed to state:

(a) whether it is a fact that a new-lengthy passanger platform No. 10 has been constructed recently at New Delhi Railway Station and very im portant trains are being operated therefrom; and

(b) if so, what are the details of facilities like catering|vendirig stalls, etc. provided for the passengers?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) One stall with automatic dispensing machine for sale of coffee, three Pepsi Dispensing Machines and a Bookstall, beside vanding' of items like economy meals, snacks, mineral water etc by waiters.

Freight loading targets of the Railways

4654. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Govemments' attention has been drawn to the South Eastern Railways (SER) press release saying that the Railways were all set to cross the freight loading target of 139 million tonnes for 1994-95 as reported in the Hindustan Times dated 17th April, 1995; and "SER surplus Rs. 1036 crores";

(b) if so, what is the freight loading position [target of other zonal Railways indicating zone-wise loading increase in percentage lag compared to 1993-94 as well as surplus by SER vis-a-vis other regions (zone-wise) keeping in view Indian Railways as a whole surplus; and

(c) whether other zontal Railways are loosing as compared to SER; if so, what are the reasons therefor and what steps taken by Government to improve their financial position during 1995-96?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): . da) Yes, Sir.

(b) The figures relating' to revenue earning originating traffic on different zonal Railways are given below:

(In million tonnes)

Railway	Actual tonnage lifted April-February 1993-94	Target April-February 1994-95	Actual tonnage lifted April-February 1994-95	Percentage variation over last year (1993-94)
Central	32.36	33.75	33.30	+2.90
Eastern	63.78	66.45	64.89	+1.74
Northern	22.17	24.00	19.20	—13.39
N. Eastern	2.52	3.05	1.85	—26.59
N. Frontier	4.70	5.65	5.67	+12.13
Southern	17.23	18.55	17.29	+0.35
S. Central	34.67	37.40	32.50	— 6.26
S. Eastern	118.82	126.20	127.63	+ 7.41
Western	24.59	25.95	25.90	+ 5.33
TOTAL :	320.84	341.00	328.33	+ 2.33

(c) This is not comparable as the originatisig traffic over different railways depend's upon the potential, available infrastructure and laid down priorities. The target for reve. nue earning freight traffic of 1995-96 for entire Indian Railways has been fixed at 398 million tonne and that of freight earning as Rs- 15125 crores. Close interaction is maintained with user agencies for offer of traffic and innovative marketing strategies are adopted. The budget estimates for 1995-96 give a target surplus of Rs. 2055 crores which is an increase of 165 crores over revised estimates of 1994-95.

Recovery ot Outstanding dues frotn State Electridty Boards

4655. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of outstanding dues, as 0n 31st December, 1984 from each State Electricity Boards and others for transporting coal and related material to thermal power plants in various parts of the country;

(b) since when these dues are outstanding from each State Electricity Board and what are the reasons therefor; and

.(c) what steps the Railways have taken so far to recover these outstanding dues?

THE. MINISTER OF RAILWAYS (SHRI C. K. JAFFEB SHARIEF): (a) and (b) Details about dues outstanding against the State Electri-